

25X1

COUNTRY: Soviet Zone, Germany

REPORT NO. [redacted]

TOPIC: Airfield of LAERZ

25X1A

25X1X

EVALUATION: [redacted]

PLACE OBTAINED: [redacted]

25X1

DATE OF CONTENT: [redacted]

25X1A

DATE OBTAINED: 25X1A

DATE PREPARED: 10 August 1949

REFERENCES: [redacted]

PAGES: 1

ENCLOSURES (NO. & TYPE): 25X1A

REMARKS: [redacted]

25X1X

SOURCE: [redacted]

1. a. Most of the bomb craters on the runways of the LAERZ (N 54/U 33) airfield were filled by late June 1949. It was rumored that the field was to be occupied by jet-fighters.

b. The MIROW (N 54/U 33) - RECHLIN (N 54/U 33) RR line which had been used for the transportation of building material required for the construction of the runway, was scheduled to be opened to normal traffic by 1 July 1949.

c. Two trucks, hauling round timber from the MIROW RR station to RECHLIN, [redacted]

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2. [redacted] Comment:

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a. Another source confirmed repair work at the runway of the LAERZ airfield and also observed the motor vehicle [redacted] at the field.

b. Other sources have reported repair work at the runway of the LAERZ airfield since March 1949. On 17 June 1949 it was stated that the construction work was completed. The landing field and the runways of the LAERZ airfield are assumed to again be serviceable. So far the field has not been occupied by an air unit. This is the first information on an intended occupation by jet fighters. The reported motor vehicle

[redacted] are apparently not assigned to an air unit but probably to ground units of the two component fighter corps 25X1C of the sixteenth Air Army. [redacted] were previously 25X1C observed in JUSTERBOG, PERLEBERG, WITTSTOCK and FALKENSEE.

This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the Archivist of the United States.

Next Review Date: 2008

Document No. 4

NO CHANGE in Class. DECLASSIFIED

Class. CHANGED TO

DDA Memo. 4 Apr 77

Auth: DDA REC. 77 1783

Date: 24 May 78 By:

25X1

CLASSIFICATION: CONFIDENTIAL

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